

INTELLOFAX 35

CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

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COUNTRY USSR (Arctic)

REPORT

SUBJECT 1. Ports of Dudinka and Igarka
2. Aircraft Activity at Igarka

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5. The lower reaches of the Yenisey River extend through typical Arctic landscape. The land on both sides was low and covered with grass or moss, and there were sandbanks down to the edge of the river. Occasionally there were a few fishing huts or Samoyed tents, but there were no structures of significance. There were more scrub, bushes, and low trees upriver. The first fir trees began to appear quite a ways upriver. Several compact settlements were passed, such as Karaul'noye and Ananino (N 69-46, E 85-36). Masts and wooden towers were seen along the river in several places.
6. North of Dudinka (N 69-25, E 86-10), there was a large oil-storage area. It consisted of 20 to 30 tanks of different sizes. The tanks were up on the ridge which was quite high at this point. There were a few houses around the area.
7. Between the oil-storage area and the city there was a large coal pile. The quantity of coal was about 50,000 tons. From the coal pile down to the river there was a kind of pier area, probably for loading and unloading coal. No vessels were seen at the pier.
8. For the most part, the settlement at Dudinka lies on the slope down to the Yenisey and Dudinka Rivers. It consisted primarily of wooden houses but some of the larger buildings were evidently stone or cement. Dudinka had 25,000 inhabitants and had two restaurants and some small inns.
9. The port area of Dudinka consisted of a permanent dock with four cranes. See Sketch No. 2. The cranes could be used for loading and unloading ships of any size. In addition, there were smaller cranes in the port area. See Sketch No. 3 for cranes in Dudinka. The small cranes appeared to be located a short distance inland, and they were used to move the cargo into the loading area. A large paddle-boat was at the other pier (not the one with the four cranes). The paddle-boat called at Igarka several times. A large tug, several lighters, and some small boats were observed at the same time. There were also several smaller vessels in the harbor, as well as several small vessels at the pier, and others at anchor in the river. Outside the harbor there was a large dredge.
10. In the harbor area there was a railway track, and trains were seen. There was a railway from Dudinka to Norilsk (N 69-20, E 88-08) and Valek (N 69-25, E 88-20). Valek was a city not far from Norilsk.
11. Along the east bank of the Yenisey River, a little south of the Dudinka River, there was a runway which extended in an approximately north-south direction. It was approximately 1200 meters long, and the surface consisted of gravel and sand. The runway was surrounded by grass on both sides and there were some small deciduous trees nearby. On the ground along the runway there were several cables or heavy wires which were joined by couplings spaced at equal distances from each other. The coupling points seemed like low tubes about 20 to 30 centimeters in height. Lights could not be seen on the tubes but they appeared to serve as supports for the landing lights along the runway. The control tower was located a short distance from the runway, on the opposite side from the river.

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It was an unpainted wooden building with a small tower and a windsock. There were some small houses in the vicinity. [redacted] no [redacted] building resembling hangars or repair shops. Between the river and the southern terminus of the runway, there were two Soviet DC-3-type aircraft. Both aircraft were painted green with white numbers on the back part of the tail. [redacted]

[redacted] The airfield was so low in relation to the river bed that it must be affected by the rise in the water level of the Yenisey River. [redacted]

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12. The pine forest, principally fir trees, began a short distance north of Dudinka and was the most dominating feature along the river bank. Occasionally [redacted] small compact settlements, consisting of from five to twenty gray, unpainted log houses.

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13. The harbor in Igarka was visited by a large number of river vessels. These vessels were engaged primarily in shipping lumber. Some of the tugs observed were very large; they resembled seagoing tugs which are used in Western Europe, but most of them were the usual size. The tugs SVIR and PRAVDA SEVERA were seen several times. A large paddle-driven passenger ship obviously made scheduled runs to Igarka. This vessel was seen in Dudinka late in the evening

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[redacted] and in Igarka [redacted] when it went up the river. It was seen again at the dock at Igarka [redacted] The ship was estimated to be between 2,000 and 3,000 tons.

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14. Several nautical miles outside Igarka on the east side of the river, just before the river makes a sharp turn, there was an antenna between eight masts. The masts were placed in a four-and-four position, with two rhombic antennas and two antennas which resembled Adcock antennas.

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15. [redacted] no [redacted] signs of railways in Igarka or in the neighborhood of the city. [redacted] The Soviets usually used steam whistles on every occasion (sic), and in the harbor area no steam whistles were heard from shore except from the one on the crane at Pier No. 4 and the one at the sawmill. No steam or smoke was observed.

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16. [redacted] Only one passenger car [redacted] was seen.

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17. All loading and stowing work on board ship was done by men of all ages. On the dock some women and boys worked marking and tallying the cargo. There was a stack of logs up on the hill along the river. The logs had been washed there by the flood in the spring. The pier was saved from the floods by placing heavy stones on its surface. [redacted]

18. [redacted] twelve vessels were observed from a great distance at about 25 nautical miles northwest of Belyy Ostrov (N 73-10, E 70-45) in the Kara Sea. Nine were evidently fishing boats or small trawlers. They had tall foremasts and a high poop deck with a small mast. The first vessel in the formation was larger than the fishing vessels, and it had two masts of approximately equal height. The next to the last vessel had a high foremast, one gun or a small superstructure on the foredeck, a bridge, and a housing amidships. The last vessel in the formation was much farther away and was difficult to describe. The eleven ships appeared to be moving in formation.

19. Radio Australia on about 9.45 megacycles was the only broadcast from the Western World which was heard [redacted] from Kanin Nos (N 68-38, E 43-18) to Igarka.

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Legend to the Sketch of Igarka

20. [redacted] For purpose of clarity the sketch is divided into 10 smaller areas from A to J.

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21. Area A. From Point C several cylindrical tanks could be observed. When passing, they appeared to be five oil tanks of different sizes. In the vicinity of Point 7 there was a large wooden building with two low smokestacks, and a second smaller wooden building. From the large buildings a continual drone was heard, probably from machines. One smokestack emitted smoke almost continuously, and occasionally smoke came from both stacks. There were a number of wooden posts around the buildings. Point 7 was a tower which was probably located in the factory area.
22. Area B. Point 8 is the control tower for the seaplane base. On top of the tower there was a windsock. A repair slip extended from the river up over the steep shore. [redacted] a Catalina-type aircraft was on the slip and three others lay in the river just outside. There were no hangars and the overhauling of planes was probably done in the open air. In addition, there were a few scattered buildings in the area. [redacted] not [redacted] connected with the seaplane harbor. There was a [redacted] house with a tower on the roof directly beyond the control tower, a short distance away from the river. The vegetation was very sparse in this area.
23. Area C. A comparatively small completely new wooden house was located near the river. In the same vicinity there were several large old wooden houses and a few other buildings. At the river edge there was a lighter which was used as a pier. In addition, one or more lighters were anchored there often, just outside the area. On 7 August 1953, a lighter with five large new busses anchored in the river. The busses were red with gold stripes along the sides.
24. Area D. A short distance from the river, at Point 9 on the sketch, there was a comparatively large building with a tower, with a signal mast on one end. No signal flags, balls, or cones were ever seen on the mast. The house was probably a public building. It was the only one which was or had been painted. Some large letters had at one time been painted on the facade facing the river. The letters were faded and illegible. The building was in park-like surroundings with tall deciduous trees. From the river, this building appeared to be the most impressive one in Igarka. Several comparatively large buildings could be seen behind the trees. In Area D, there was also a small pier or possibly a sunken lighter used as a pier. This was where large river vessels usually tied up. On 31 July 1953, a large grey vessel, low in the water, docked at the pier. On the forward part of the vessel there was a large superstructure; directly aft of the superstructure there was a bridge which was much lower. The vessel had two stacks each stack had a small smoke-hood, and there was a green ring around each of the stacks. [redacted] the vessel was a ferry. [redacted]
- [redacted] The bulwarks around the after part of the ship appeared to be solid, and it appeared that vehicles could only board the vessel from the forward end. On the after deck some crates were observed. On the night of 4 August 1953, six small paddle-boats anchored just forward of the ferry. These were about 100 tons each. The paddle-boats appeared to be new, and they were painted grey with two red rings around each stack. The ships appeared to be fitted out to accommodate passengers.
25. Area E. This area contained many unpainted houses of one or two stories. On the ridge above the level of the river there was a ship-wrecked lighter which apparently had been washed there by a flood.
26. Area F. [redacted] piles of planks along the ridge, and a high smokestack which usually emitted smoke. (Point 1 on the sketch). The pier was built of solid logs and it was probably staked securely to the river bottom. The surface consisted of at least two layers of four-inch planks. The pier edge was not straight but zig-zag. The westernmost section was at No. 4. [redacted] There were several roadways from the saw-mills down to the pier. They were built of solid logs which were staked down in the ground and they had plank surfaces. These roadways extended at an angle down toward the pier, and they were not perpendicular to the river edge. Undoubtedly the pier had at one time extended farther in a westerly direction. The remains of several roadways extended down toward the river at this place.

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27. Pier No. 4 was separated from the rest of the pier by a plank fence and it was used only for loading and unloading lighters. On this pier a small steam crane operated on rails, which were sunken in the plank deck. The crane could turn 360° and it had a radius of four meters. The lifting capacity was estimated at two or three tons. It could not be used for larger vessels since the undercarriage was very low. This crane capsized [redacted] probably after 50X1-HUM having tried to lift too heavy a load. During the afternoon of the same day the tug PRAVDA SEVERA arrived with a lighter-crane in tow. This crane was also steam-driven; it was the same type as the one on the pier but it was somewhat larger. The crane was mounted approximately in the center of the lighter. There were two large coal piles on the deck, one forward and the other aft of the crane. The crane had no undercarriage other than that which was necessary for turning, and the crane was probably intended for loading and unloading lighters. After much heaving, the crane was put back on the rails. A truck with a crane on the loading platform also arrived but it was not observed in use during the operation.
28. Many times, particularly in the morning and afternoon, a red tank-truck and a fire truck with a pump came down to Pier No. 4. A hose from the fire truck was placed in the river and connected to the tank truck. A hose was also laid out on the pier and one of the firemen sprayed the surrounding area, for no apparent reason. [redacted] also saw female fire fighters with helmets and f50X1-HUM equipment. Water was driven from the river by horse and carriage (sic). There were three huts or sheds in the vicinity of the sawmill. [redacted] 50X1-HUM [redacted] these huts formed the main entrance to the pier area, and that one of t50X1-HUM was the tally office. It was forbidden to smoke on the pier but small huts were set up where smoking was permitted. However, this did not prevent persons from smoking where and when they wanted, provided they showed a little care every time the fire guard came around. 50X1-HUM
29. Area G. At Point 2 there was a smokestack which emitted smoke occasionally. Otherwise it was difficult to observe anything in this area from Point G. Previously there were some compact settlements in the area. [redacted] observed pine trees toward the eastern horizon. 50X1-HUM
30. Area H. This area was on an island in the Yenisey River on which there was an airfield. The runway could not be seen [redacted] However, [redacted] observed gold-red dust, which whirled up in the air several times 50X1-HUM when aircraft took off or landed. [redacted] it was d50X1-HUM difficult to assume that the dust arose from anything other than a plane landing on the field. All planes, while arriving and departing, passed over Point 9. During all landings, the planes disappeared behind, but not far from, Points 4 and 5. [redacted] the runway was not very long. On several occasions 50X1-HUM the planes were seen making new landing runs after having come in too high the first time. The control tower was located at Point 4 on the sketch. This was a larger building which probably contained administrative offices. The windsock was on this tower. Points 3 and 5 on the sketch were two masts [redacted]
31. [redacted] 50X1-HUM [redacted] Even from the top of the ship's charthouse, which on arrival was about 17 meters above the river level, it was impossible to observe the ground where the airfield was located. However the buildings and masts could be seen easily. In the area south of the airfield there was an object which resembled a three-armed windmill. The wings, or whatever they were, were made of steel or metal since they reflected sunlight. They were not observed in motion. These may have been hangars or workshops but no planes were seen in the neighborhood. There was considerable vegetation in the area, consisting mostly of small deciduous trees. [redacted] 50X1-HUM
32. [redacted] the Soviet DC-3 type aircraft [redacted] had two engines and was low-winged; the wings extended straight out from the body with rounded-off wing tips, slanting straight back from the tips to the body. It had a cylindrical body with a decreasing conical shape aft.

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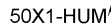
Its flat tail slanted backward and was slightly rounded. Its tail fin slanted backward on the fore edge. The tail rudder was straight with slightly rounded corners. The plane was painted dark green.

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33. [] the single engine biplane observed at Igarka as having a star engine. The under wing was a little shorter than the upper wing; both had slightly rounded tips. There was one stay between the wings. The body and wings appeared to be covered with canvas, and the plane was painted green.
34. Area I. No construction could be seen in this area, which was covered with close deciduous woods.
35. Area J. In this area, the land juts out into the river. It was built to dock lighters and tugs. Many lighters were always tied up to the dock or were at anchor in the vicinity.
1. [] Comment: This settlement is probably Karaul (approximately N 70-05, E 83-10).

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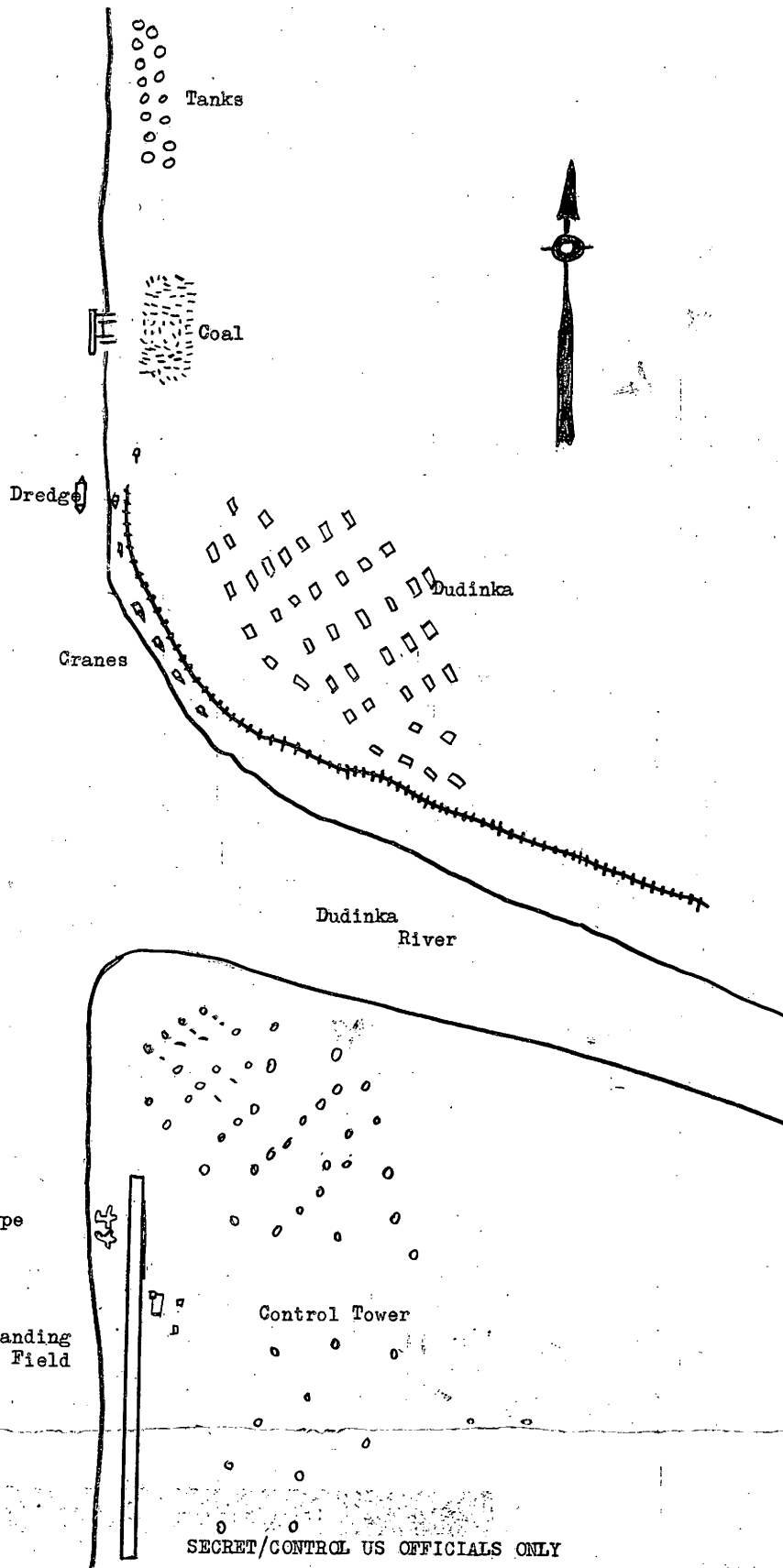
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Sketch No. 2: Sketch of Dudinka:

Y
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N
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S
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Y

R
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V
E
R



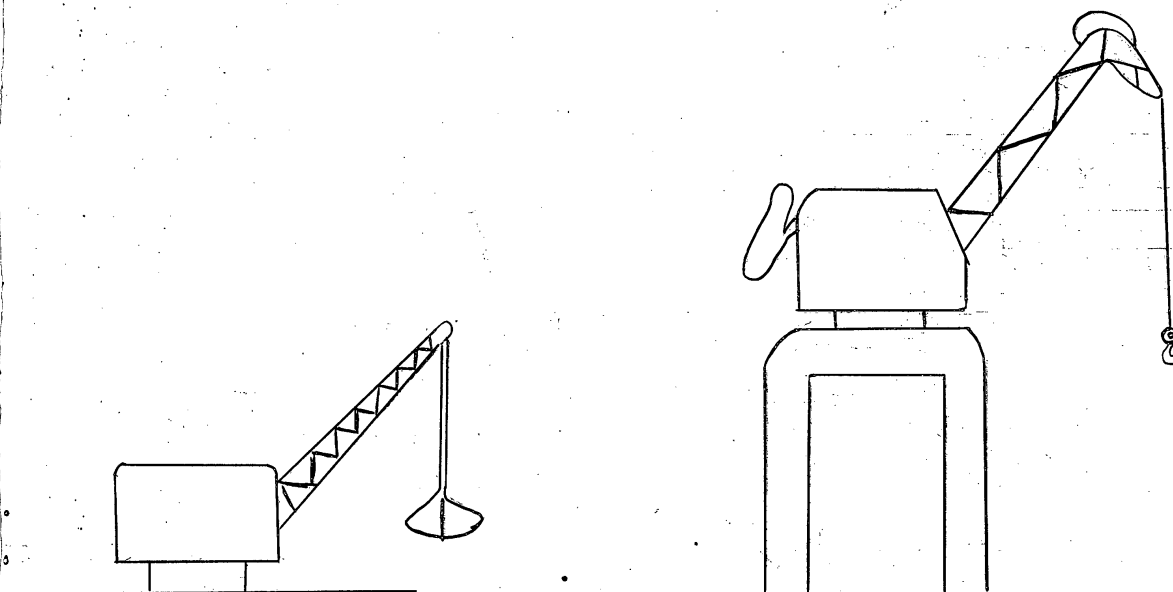
Sketch No. 3: Sketch of Cranes at Dindina:

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TYPE	MOVEMENT	WIND DIRECTION	CLOUDS	NOTES
Single-engine biplane	Landed toward NW			
Soviet DC-3 type	Took off toward NW			
Soviet DC-3 type	Flew in from N, left turn, landed toward NW.	N	8 ns 600 m	Rain, visibility
Soviet DC-3 type	Took off toward NW	N	600 m.	Rain, visibility 1.5 km
Soviet DC-3 type	Overflight from N to S			Landing not seen
Soviet DC-3 type	Took off toward NW	N	4 cu	
Soviet DC-3 type	Landed toward NW, came undoubtedly from S	N	4 ac 2 cu	
Soviet DC-3 type	Took off toward NW, disappeared toward N	N	2 cu	
Soviet DC-3 type	Landed toward SE	S	4 cu	Red-brown dust whirled up.
Soviet DC-3 type	Took off toward NW		6 sc	
Soviet DC-3 type	Took off toward NW		6 sc	
Soviet DC-3 type	Overflight from S to N			
Soviet DC-3 type	Overflight from S to N			
Soviet DC-3 type	Overflight from NNW to SSE			
Soviet DC-3 type	Landed toward SE, came from S	S	7 cn	
Soviet DC-3 type	Took off toward SE, disappeared toward N	S	7 cn	
Soviet DC-3 type	Took off toward NW, disappeared toward N		5 cn	
Soviet DC-3 type	Landed toward NW	N	CAVU	
Soviet DC-3 type	Took off toward NW	N	CAVU	
Soviet DC-3 type	Took off toward NW, circled long around city	NW	CAVU	
Single-engine biplane	Overflight and probable landing			
Soviet DC-3 type	Seen on northerly course, probably after takeoff toward SE.	SSW	3 cu	
			8 cs	
Soviet DC-3 type	Landed toward SE			
Soviet DC-3 type	Overflight probably after take-off toward NW	NW	4 cn 2 cu	
Soviet DC-3 type	Took off toward NW, disappeared toward N	NW	2 sc ac	
Single-engine biplane	Flew over the city and surroundings almost continually.	NE	CAVU	
Soviet DC-3 type	Took off toward NW, disappeared toward N	NE	CAVU	
Soviet DC-3 type	Took off toward NW, disappeared toward N	NE	CAVU	
Soviet DC-3 type	Landed toward SE	S	7 sc	
Catalina type	Overflight probably after take-off from seaplane harbor since drone of motor heard from there.			
Soviet DC-3 type	Took off toward SE, disappeared toward N	S	7 sc	Pronounced red-brown dust after plane at take-off.
Catalina type	Landed seaplane harbor toward SW	S	7 sc	Landing shown on sketch.
Soviet DC-3 type	Landed toward SE	S	2 ac	Brown-red dust after landing.
Soviet DC-3 type	Landed toward SE, came from N.	S		Dusk but no runway lights or boundary lights seen around the field.
				No warning lights lighted on obstructions near the field.

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